G. R. S. 58

*Previous references.*

Let May 06 88 11, 12, 19 820 S&A 167-05
" June 07 " 1-2 " 699-06
" Jan 06 " 788 " 167-05
" April 08 " 1922 "
" Nov 08 ~~Later references~~ " 8, 17, 15, 19, 24, 9
" Jan 08 " 11, 17, 30, 31 S&A
" Dec 07 " 485 S&A 5

Later References :

1908
S&A )

File No. 2—C

Serial No. 2

# GENERAL AND REVENUE SECRETARIAT.

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*Serial No.* 2

Part B. for June 09.

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SUBJECT.

Rates of ta. to be given to subordinate officers required to accompany their superior officers travelling in Govt motor cars.

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To the compls; compls, P.W. + Rys; Heads of Depts, Deputy Commrs' Govt No. H 7826-6 & 9 9/09

Revises the rates of ta admissible to officers travelling in Govt motor cars.

G.R.S.11 ] 1908.

GENERAL AND REVENUE SECRETARIAT

( SRA )

NOTES.

File No. 2-08

FILE HEADING.

T. A. Bills of the Secretary, Under Secretaries & General & Revenue Secretariat.

From

| No. | Dated | Received |
|---|---|---|

| Diary No. | Enclos. | Spare Copies | Serial No. |
|---|---|---|---|

BRIEF ABSTRACT OF LETTER.

NOTES AND ORDERS.

G. R. S. 12]
General and Revenue
Secretariat.

8358
S&R File No.

Serial No.

1. I herewith submit three supplemental Travelling Allowance bills for the months of November and December 1908 and January 1909 and request that in the circumstances explained below they may be sanctioned.

2. In September 1907 when I accompanied the Dewan on tour in the Shimoga District, I submitted a bill claiming mileage at half the usual rate, in accordance with the provisions of Article 538 of the Mysore Service Regulations, as I had been provided with a seat in a Government motor car. In countersigning the bill, however, the officiating Secretary allowed only half daily allowance instead of half mileage for the days on which a journey was performed by Government motor car. This was in accordance with a ruling of the Financial Branch that the amendment to the British Civil Service Regulations, allowing only half daily allowance (with no option to exchange it for mileage) for journeys performed in Government motor cars, should be given effect to in Mysore also although the rule had not been incorporated in the Mysore Service Regulations. In my note dated 9th November 1907, I urged that it was not fair to enforce a rule which had not then been incorporated in the Mysore Service Regulations and that, in any case, the rule should not be applied to an officer, like me, who was not provided with a whole car and who could not regulate the distance travelled, route adopted, and length of halts according to his convenience, but had to accompany his superior officer on tour and had to make his

my note of 9th November 1907:-

"What I would respectfully submit for the
sideration of Government is that the rule rec
dded to the Civil Service Regulations regula
the allowances claimable by an officer trave
in a motor car provided by Government canno
pplicable to the case of an officer who is n
plied with a whole car and who has no option
matter of route adopted, distance travelled,
length of halts. An officer who is provided
a whole car may possibly be able to carry t
e or a portion of his kit and his servants i
car and avoid additional expenditure for the
veyance of his kit and servants, or can at le
egulate the distance travelled on any day as
ake the cost of conveyance of kit and serv-
s not to exceed half the daily allowance. I
however not supplied with a whole car and th
re of my duties do not allow of my regulatin
travelling in this manner. From Shimoga I ha
send one portion of my kit to Shikarpur and a
r portion to Sagar; from Shikarpur one porti
to be sent to Sagar and the rest to Shimoga;
when it is mentioned that the rate of carthi
hese parts is 2 annas per mile, it will read
seen that half the daily allowance can by no
s be sufficient to meet the actual out-of-
et expenses. From Sagar to Shimoga the amou

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while the carthire alone is more than double this amount.

4. "I understand that the Government have recognised the fact that this new rule of the Civil Service Regulations is inapplicable to the case of the Private Secretary to His Highness the Maharaja travelling by motor with His Highness and that on such occasions the Private Secretary should be allowed half the allowances he would have been entitled to if he had not travelled by motor. I respectfully submit that the same treatment should be given to the Private Secretary to the Dewan, the Under Secretary on duty with the Dewan and othe officers whose duties are of a similar nature."

5. The then Financial Secretary, Mr. Majumdar, admitted the force of my arguments and in his note of the 11th November 1907, he said:-

6. "I fully recognise that there is a great deal of hardship to officers who are not allowed the whole of a car for their use, but are only provided with a seat while accompanying their superior officer on tour if the rule is applied to them. The arguments adduced in the case of Mr. Maconochie also apply to them, and in my opinion there can be no financial objection if concessions similar to those recommended for Mr. Maconochie are granted to these officers by name."

6. When the case went up to the Second Councillor and the Dewan they passed orders directing that the claim be allowed as it was admissible under the orders then existing. No final orders were therefo

passed on the question of not applying the general rule re travelling allowance for journeys performed by Government motor cars, to officers like the Private Secretary to the Dewan and the Under Secretary on duty with the Dewan and others whose duties were of a similar nature. With regard to this the Dewan passed the following order:-

"When the general question of rates of allowance for journeys in Government motor cars, which is now under consideration, is settled, the question of treating the cases of these officers as an exception to the general rule, should be brought up."

7. Orders on the general question have recently been passed directing the introduction of the rule in the British Civil Service Regulations, to Mysore, but the question of exemption from the operation of the rule has not been brought up, with the result that in my Travelling Allowance bills for the months of November and December 1908 and January 1909, my claim for half mileage on account of journeys by motor car has been disallowed and I have been given only half the daily allowance. The supplemental bills now submitted are on account of the difference.

8. I request that Government may be pleased to pass orders directing that in my case (as well as in the case of other officers whose duties are of a similar nature), when required to accompany superior officer in a Government motor car, travelling allowance may be given at half the ordinary rates, i.e., half mileage where full mileage is

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ordinarily admissible. The arguments in favour of this have already been explained in my note of the 9th November 1907, an extract from which has been given above. By examining any of the bills now submitted it will be seen that on most days the distance travelled is such that the amount of half daily allowance sanctioned (Rs. 2-8-0 in my case) is not sufficient to meet even the cost of transport of kit, not to speak of other incidental expenses and the cost of maintaining an extra servant all the year round on account of the few journeys I have to undertake on duty with the Dewan. It also frequently happens (as indicated in my note of 9th November 1907) that double expenditure has to be incurred on account of transport of kit as, owing to the rapidity of journeys by motor car, kit has some times to be sent to more than one camp at the same time.

In these circumstances I request that the supplemental bills now submitted may be kindly sanctioned by the Govt.

Heattlar
Under Secy to Govt
17-3-09

Submitted to the Financial Secretary.

Serial No.

Agreed

11. This is a question of amending the rules — Please put up a note — Even half mileage — may be too much for journeys by motor — Perhaps a middle course will have to be thought out if half daily allce is really unreasonable. But is it unreasonable?

WM
17/3

12. Mr. Matthan states that as he is not supplied with a whole car and is also not free to regulate the routes to be taken, the distances to be travelled & the length of halts, he and others similarly situated may be given for journeys made in part motor cars half (a ordinarily admissible in stead of half dA uniformly under the new rule. In support of his contention he cites the case of Mr Macnochie, in which govt have recognised the need for making that Officer's case an exception to the general rule.

Under the genral

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principle governing the grant of TA the charges on account of an officer's locomotion are taken roughly to be equal to the other expenses incidental to his absence from head-quarters & so whenever an officer is Conveyed free his claim can only be to half TA. That a whole car is not placed at his disposal seems to be immaterial for so long as he is Conveyed free by being provided with a Seat, the Conditions of art 538 have to be taken as having been fulfilled in his Case. The bearing of the routes to be taken & the length of halts, points urged by Mr. Mathan, on the question under Consideration is not clear. As regards distance travelled, it is true that whenever long distances have to be covered the half-Der may not suffice for meeting charges of Conveyance of Kit & other incidental expenses. But the point is whether the total TA will not on the whole and in the long run Cover the extra charges entailed by absence from head-quarters;

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It is not fair to make any inference regarding the adequacy or otherwise of the rates from cases of a single journey or loss. The Govt of India consider that half fare is sufficient when officers are conveyed free in Govt motor cars and we have recently adopted their rule on the subject. Mr Matthan however considers that such rate is not adequate. The exception in Mr Maconochie's case referred to by Mr Matthan was allowed as a special case & applies only to journeys betn Mysore & Doly & betn Mysore & Bangalore

14. Whether the rate is really inadequate in the case of officers under the Dewan & whether the circs of their case are the same as those of Mr Maconochie's case are points of fact on which the Finance Branch is not in a position to note. The case of officers under the Dewan does not however appear to be much different from that of others who occasionally get leave in Govt motor cars & claim TA otherwise admissible on the ground

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that they are not caused any expense by getting such seats as the arrangements made for their own conveyance & their kit &c are inconvenient & cost as much. One such case - that of Mr Prahlada Rao Executive Engineer Tumkur - had recently been referred for opinion by the Chief Engineer and it was held by the Fin Secy that there were no reasons to make an exception of the case.

15th If however half Dā is unreasonable perhaps full Dā may be given in the case of these officers. One important item of extra expenditure that an officer absent from head quarters has to incur is in lodging charges & as officers accompanying the Dewan are generally accommodated in ~~govt~~ govt tents carried at govt expense or in other buildings belonging to govt the full Dā shd be subject to the deduction of such lodging charges unless the latter are recovered by the PW Dept when govt buildings are occupied

Fin Secy

23.7.9.

GPB—50,000—13-5-08

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16. I agree generally with the above note. As far as I can see the difference between half daily allce which is admissible under the rules and the cost of transport of kit &c in the case of a few journeys of the kind in question is not sufficiently large to make an exception to the general rule necessary. The number of miles which can be covered by a motor in a day ~~is~~ distance is very large and half mileage on that ~~scale~~ should not in my opinion be allowed in the cases referred to.

DR
24/3/09

Deccan Hrs 2nd Cr

MM
24/3

In such special cases, full daily allowance

17. I agree in the above rem

HWM

12504
29.3.09

Secret Dy 26/3/09

Informal note for Dewan's information

The arrangement proposed is that officers will be required to furnish a certificate that they maintained means of locomotion during the period they travelled in the Dewan's motor car and that on furnishing such certificate they will draw full travelling allowance.

The objections to such an arrangement as far as I can see are

(1) The 'certificate' system should be gradually abolished & the number of cases in which certificates are required should not be added to. This is desirable in the interests of morality of the service.

(2) To require an empty carriage to accompany a motor car is a wasteful procedure. It benefits neither the carriage owner nor the officer nor Government. Whenever possible officers accompanying the Dewan in his car should be given the opportunity of dispensing with the carriage meant for their personal use.

(3) The T.A. rates are something like contract rates. Officers are required to perform journeys under certain conditions and they draw allowances prescribed by the rules. The rules are framed on broad & general considerations so as to leave a little margin (if any) in favour of the officer in the long run. It is impossible for Govt to

discuss in each case as to how the officer should provide himself with means of locomotion. The officers are expected to make their own arrangements as to that. When the Dewan takes up an officer at a certain point & drops him at another point after some time, first cannot consider in each case whether the officer should keep his own conveyance between the two points or dismiss the conveyance at the first point & hire fresh ones at the second. The circumstances will vary in different cases and it is impossible to frame any workable rule which will exactly fit all possible cases. The presumption in such cases is that the officer is saved a very important part of his travelling expenses viz. the means of locomotion for himself & that reduced rates under Art 538 M.S.R. are sufficient in such cases to meet the remaining items of travelling expenses.

Such presumption is certainly justified

The fact that under Art 538 half daily allce is admissible irrespective of actual cost should be considered in this connection. It cannot be denied that in many cases the actual cost will be less than half daily allce sometimes perhaps nothing. The Dewan proceeds by motor & a hire

Doubtful a little it

Such are seldom the more frequent instances are found in the course of tour when the usual hill carts & conveyances have to be maintained all the journey. In any case, let there be a certificate of actual mount & payment in support of claim for T.A.

X Half mileage over 60 Rs is all that is claimed. Dak bullocks at 3 annas a mile for mixing up his bullock cart wd. cost 60×3=192 Rs 12/- Rs 6. This wd be in addition to hill carts which in the case of such long journeys at night stations wd require to be changed at every 2nd or 3rd stage & paid at some thing like 2 annas a mile. In the present case I take. I stand that owing to the emergency of the occasion & the rainy character of the weather pukkas were hired at special heavy rates.

X'

No. Not all movements nor any beyond the outlines shown on a programme

6 miles from Hd Qrs in the morning & comes back after inspection say in 2 or 3 hours. The Pte Secy & A.D.C. accompany. Do these any actual expenditure? But they get their half D.A. all the same. So in the case of some journeys they may have to lose a little. Half D.A. is considered fair allce in such cases on the whole & I venture to think that no exception in the rule is called for.

(4) Moreover the practical side of the proposal should also be considered. How can an officer be expected to keep his own means of conveyance with him when he himself travels in a motor car? To take the very bills under consideration, on 2.1.09 a journey of 64 miles was performed by Mr Mathew. What sort of certificate would be expected in such a case and would mileage to the extent of Rs 32/- be passed to him for that day on furnishing such a certificate?

(5) The Deputy's movements are generally known beforehand and officers will in the majority of cases know from which point to which point they will be required to be with him in his car. It should not be difficult for them with such knowledge to arrange for their conveyance at a cost admissible under the strict

*Submitted to His Highness.*

The accompanying papers relate to the question of the rates of travelling allowances to be given to subordinate officers required to accompany their superior officers travelling in Government Motor cars.

2. The general rule regarding the travelling allowances of officers when they are provided with the means of locomotion at the expense of Government is that contained in Article 538 of the Mysore Service Regulations, under which they receive only "half the allowances that would otherwise be admissible". In regard to the allowances of officers travelling in Government motor cars, however, we have recently (in a Government order dated 31st October 1908) adopted the rule in the British Indian Civil Service Regulations that only half the daily allowance would be given in such cases.

3. Mr. K. Matthan, Under Secretary to Government on duty with the Dewan, has made a representation saying that the grant of only half daily allowance involves hardship in his case as it is quite insufficient to meet even the cost of the transport of his kit and servants, and praying that his claim for half mileage for such journeys, which has been disallowed by the Comptroller under the recent orders, may be sanctioned by Government. The arguments on which Mr. Matthan bases his claim are explained in his memo of 17th March 1909 submitted to the Financial Secretary, and are briefly that, as he is not provided with a whole car, and has no option in regard to the mode of travelling, distance covered and route adopted he

is not saved any of the expense which he has to incur on account of the transport of his personal kit and servants, and that on the other hand owing to the length of the journeys special arrangements, involving more than the ordinary expense, have frequently to be made for the transport of kit and servants

4. This claim had the support of the late Financial Secretary, Mr. Majumdar, who was of opinion that in the case of the Under Secretary on duty with the Dewan, the Private Secretary to the Dewan and other officers similarly situated half mileage (instead of half daily allowance) might be given for motor car journeys, but the present Financial Secretary, Mr. Chakravarti, thinks that "the difference between half daily allowance which is admissible under the rules and the cost of transport of kit &c. in the case of a few journeys of the kind in question is not sufficiently large to make an exception to the general rule necessary".

5. I agree with Mr. Chakravarti in thinking that it is undesirable to make an exception to the general rule in favour of these officers. There are usually three gazetted officers accompanying the Dewan in his tours, viz., the Private Secretary, the Under Secretary and a Medical officer. The proper course seems to be to expect these officers to hold themselves in readiness with their own arrangements for transport without depending on the Dewan's conveyances. If necessary, they may be required to certify to this effect when full rates are claimed. Such an arrangement, besides enabling the officers concerned to keep up with the Dewan in the course of his tours under any conditions, will also hold the Dewan free to take them or not in his own conveyance and on occasions to take other officers (local offi

in most cases) in preference. The point I wish to make is that these officers (both those of the Dew staff and the local officers) should stand on thei own resources and receive allowances accordingly, respective of the accident of the Dewan taking any them with him on any occasion. And it should be p sible for the Dewan to take them with him whenever necessary without his thereby inflicting on them t loss entailed by the Comptroller clipping the travelling allowance to which they are entitled under the rules. This has always been the case in the p for example when as Chief Secretary I had to accom pany Sir Seshadri Iyer, and when both he and I had accompany His Highness the late Maharaja in his to

6. As regards the claims now pending, I thi ...t half the allowances ordinarily admissible may passed, instead of only half daily allowance, as the latter amount (Rs.2-8-0 a day) is obviously insuffic ent even to meet the cost of transport of kit, not to mention the other incidental expenses due to absence from head-quarters.

7. Above all, I do not think that Article 538 is applicable in this case, because here Mr.Matthan is not the officer "provided with the means of locomotion at the expense of the State". The Financial Department place a different and so extremely liter a construction on this article that if the Dewan tak a Deputy Commissioner in his carriage on any length of road in the course of his tours, the audit depart ment would mulct the latter in his travelling allowance though he maintained his usual equipage! The audit Department is indeed justified in construing rules thus strictly in favour of Government in as m as an error on the side of Government can be rectifi by an appeal to Government, whereas if the error be

in favour of the claimant, there would be no appeal at all and therefore no opportunity for correction. But Government is free to interpret justly and equit ably. And it behoves Government to take this opport nity to rule that the officer referred to in Article 538 is he to whom the means of locomotion is directl supplied by the State.

8. I have subjected the draft of this note to the consideration of the Financial Secretary, but find that it does not meet with his concurrence. Th objections raised by him however do not appear to me to be substantial or even sound.

**Record of Cases submitted for the Orders of His Highness the Maharaja.**

## *Subject.*

Question of the rates of travelling allowances to be given to subordinate officers required to accompany their superior officers travelling in Government motor cars.

## *Order.*

I concur with the Dewan's view in this case. The strict letter of the Rules should, in my opinion, apply only to cases in which an entire Motor Car is placed at the disposal of a Govemment Officer. KRW 12/5/09

Secy
14 May 09

To Secy 15/5/09 15/5/09 15/5/09

Serial No. 30.

A Draft ~~letter~~ in accordance with the orders passed is put up for approval.

ASA 2/5

WR 2/5

31. One point however is not clear and orders are requested on it. It is stated in the Dewan's note Sub?. to His Highness that "these officers Sh?. stand on their own resources and receive allowances accordingly, irrespective of the accident of the Dewan taking any of them with him on any occasion". The doubt is, in such cases when an Officer gets a seat in a motor car only accidentally and maintains his own arrangements for transport he Sh?. get the ordinary full rates of TA. or only half the allces that would otherwise be admissible, under art 338, in stead of half TA. which got have now held to be inadequate. If in such case an Officer is not to be regarded as having been supplied with the means of locomotion at all, his case would not fall under art 338 at all and his claim to full TA. rates under the ordinary

rules would be

this is the view

a case mtr. 9

only the allce admissible under art 538 is not understood. If, on the other hand, such cases shd be regarded as falling under art 538, orders on this point will have to be made clearer in the draft put up. It is necessary (then) say that officers who only get seats for themselves in motor cars shd get the allce admissible under art 538 while those at whose disposal entire cars are placed shd get only half the allce under G.O. § 31 of 10 08

Dent Secy

Para 6 of
and his remarks against para (4)
of my informal note makes it clear
that the intention is not to take out

G. R. S. 12]
General and Revenue Secretariat.

SA File No. 2 of 190 8

Serial No.

The word "rules" in H. H.'s order refers only to Note 2 under Art 538 M.R. and not to the article itself. Otherwise it would be difficult to frame a workable rule. Prepare a draft making this clear for submission to the Dewan for approval.

WR
27/5/08

Draft. revised & resubt.

WR
28/5/08

Finlason

On looking again into the matter I think the intention of the orders may be different. I have therefore rewritten the latter part of the draft ~~with alternative passages in the margin. Whichever of these~~ ~~express the intention of the order may be~~ retained the ~~other being erased out~~ in accordance with what I think to be the intention of the orders. Submitted for approval.

WR
31/5/08

Dewan) The draft may be approved.

GPB—50.000—13-5-08

WR 8/6/08

7/6/08

G. R. S. 12]
General and Revenue Secretariat.

S 24 File No. 2 of 190

Serial No.

To the Comptrl

" " P.W. Secy/Govt

" Heads of Depts

" Dy Cam^r of Dists

No. 71-7820-60 & 9-6-09

Fixes the t.a admissible to officers travelling in Govt motor cars & directs that the claim preferred by Mr K Nathan, Undersecy. for his journey by motor made in Nov & Dec '08 be dealt with accordingly.

G.P.S. 281 Two copies please

Fair Copy

File No. 2-08

Serial No. 9

Diary No. of letter replied to 3398

*Proceedings of the Government of His Highness the Maharaja of Mysore.*

GENERAL AND REVENUE SECRETARIAT.

( Sht )

the 190

Date of issue

Signed by

READ—

Representation dt 17/3/09 made by Mr. K. Matthan, Under Secretary on duty with the Dewan regarding the inadequacy, in the circumstances explained by him, of half daily allowance for journeys in Govt. motor cars and requesting the grant of half mileage for his journeys by motor in Nov and Dec 1908 and January 1909

ORDER THEREON. ~~No.~~

order thereon

no H 7820-68 dt June/09

over

SUBJECT

Mr Matthan states that the grant of only half daily allowance, under the recent orders, involves hardship in his case, as it is quite insufficient to meet even the cost of the transport of his kit and servants. He also points out that. he is not provided with a whole car and has no option in regard to the mode of travelling, distance covered and rate adopted, he is not saved any of the expenses he has to incur on account of the transport of his personal kit and servants, and that on the other hand owing to the length of the journeys special arrangements involving more than ordinary expense have frequently to be made for their transport. He urges that in the above circumstances his claim for half mileage for such journeys which has been disallowed by the Comptroller may be sanctioned

2. Govt recognise the

GENERAL AND REVENUE SECRETARIAT.

(*Continuation Sheet draft form.*)

hardship in such cases and are therefore pleased to lay down the following rule. When an officer is required to accompany his superior officer in a motor car the former should, generally, hold himself in readiness with his own arrangements for transport without depending on the accident of getting a seat in the motor car used by his superior officer. When an officer gets a seat only for himself in a motor car and an entire car is not placed at his disposal he will be permitted to draw for such portion of the journey

(a) full travelling allowance admissible under the rules on attaching to his bill a certificate that he maintained at his own cost the usual ~~mode~~ means of locomotion for himself as well as for his kit & private servants.

(b) the travelling allowance admissible under Art. 538 M. S. R. without the restriction imposed by note 2 of that article on attaching to his bill a certificate that he maintained at his own cost the usual ~~mode~~ means of locomotion for his kit and private servants but not for himself.

The strict letter of the rule

Contained in Art 538 M.S.R and note 2 under that article shall however be applied to cases in which an entire motor car is placed at the disposal of an officer.

The claim preferred by Mr Mathias will be dealt with in accordance with the orders contained in the foregoing paragraphs.

Print -

WL 7/6/19

To the Comptr with the supplemental bills submitted by Mr Mathias.

4 The Comptr P.W. Hdqrs Bombay

11 The Head of Dept

*Proceedings of the Government o* *Highn* *haraja of Mysore,*
*Financial (Salaries and* *ances),* *June 1909.*

READ—

Rep
luty with t
llowance for journeys
ourneys by motor in M

nade by Mr. K. Matthan, Under-Secretary on
in the circumstances explained by him, of half daily
ears and requesting the grant of half mileage for his
1908 and January 1909.

No. FL. 78 2-08-2, DATED BANGALORE, 9TH JUNE 1909.

ORDER THERE han states that the grant of only half daily allowance, under the recent orders, involves hardship in his case, as it is quite insufficient to meet even the cost of transport of his kit and servants. He also points out that he is not provided with a whole car and has no option in regard to the mode of travelling, distance covered and route adopted, and therefore he is not saved any of the expenses he has to incur on account of the transport of his personal kit and servants. On the other hand, owing to the length of the journeys, special arrangements involving more than ordinary expense have frequently to be made for their transport. He requests that, in the above circumstances, his claim for half mileage for such journeys, which has been disallowed by the Comptroller, may be sanctioned.

2. Government recognize the hardship in such cases and are therefore pleased to lay down the following rule:— When an officer is required to accompany his superior officer in a Government motor car, the former should generally hold himself in readiness with his own arrangements for transport without depending on the accident of getting a seat in the motor car used by his superior officer. When an officer gets a seat only for himself in a Government motor car and an entire car is not placed at his disposal, he will be permitted to draw for such portion of the journey—

(*a*) Full travelling allowance admissible under the rules, on attaching to his bill a certificate that he maintained at his own cost the usual means of locomotion for himself as well as for his kit and private servants;

(*b*) The travelling allowance admissible under Article 538, Mysore Service Regulations, without the restriction imposed by Note 2 of that Article, on attaching to his bill a certificate that he maintained at his own cost the usual means of locomotion for his kit and private servants but not for himself.

The strict letter of the rules contained in Article 538, Mysore Service Regulations and Note 2 under that Article, should, however, be applied to cases in which an entire motor car is placed at the disposal of an officer.

3. The claim preferred by Mr. Matthan will be dealt with in accordance with the orders contained in the foregoing paragraph.

T. S. CHAKRAVARTI,
*Financial Secretary to Government.*

To—The Comptroller, Mysore Goverment, with the supplemental bills submitted by Mr. Matthan.
The Comptroller, Public Works and Railway Branch.
The Heads of Departments.
The Deputy Commissioners of Districts.